

### Patent Claims:

1. A method for controlling a test bench for an internal combustion engine connected on the drive-side to a dynamometer brake intended as a drive engine of a vehicle whereby a vehicle model and a driving profile for the vehicle are preset through a test bench computer, and whereby the internal combustion engine runs through the same operating points as it is run during the preset driving cycle corresponding to the vehicle model and the set point defaults of the control units of the internal combustion engine and the dynamometric brake as determined by the test bench design, wherein the parameters necessary for the determination of the set point defaults are determined and set on the test bench computer prior to the actual test run and in a measuring phase independent thereof, and the operational variables are monitored during the actual test run and used for the adjustment of the parameters of the set point defaults, if required.

2. A method according to claim 1, wherein at least one quasi-stationary measurement is performed during the pre-established measuring phase in a multi-dimensional performance graph in which always one variable is changed, one is measured, and the remaining variables are kept constant.

3. A method according to claim 2, wherein said measurement is  $n$ ,  $M$  or  $\alpha$  (pedal valuator position).

4. A method according to claim 2, wherein at least one dynamic measurement is additionally performed in the pre-established measuring phase in which one of the variables is changed in great steps, one is measured, and the remaining variables are kept constant.

5. A method according to one claim 1, whereby the sequence accuracy of the driving profile is changed through different weighting

of factors of the parameters during the determination of the set point defaults whereby the type of simulated driver is changed as well.